The Hongkong Telegraph.

N°. 2076. TUESDAY, NOVEMBER 6, 1888. SIX DOLLARS PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st September 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:—
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
10] HONGKONG BRANCH.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 4,000,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. | L. POESNECKER, Esq.
J. F. HOLLIDAY, Esq. | N. A. SIEBS, Esq.
B. LAYTON, Esq. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 4th September, 1888. [8

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 25th August, 1888. [25

Intimations.

LANE, CRAWFORD & CO.

ARE NOW SHOWING THEIR NEW STOCKS OF

FENDERS.
FIRE IRONS.
FIRE DOGS.
DRAWING ROOM ASH PANS.
COAL VASES.
FIRE SCREENS.
NURSERY GUARDS.

LANE, CRAWFORD & Co.

Hongkong, 25th October, 1888. [1075

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

1888 AUTUMN AND WINTER SEASONS 1888.

LATEST NOVELTIES.

EX ENGLISH, FRENCH, AND GERMAN MAILS.

NOW SHOWING IN

LADIES' AND CHILDREN'S OUTFITTING DEPARTMENTS.

NEW AUTUMN and WINTER DRESS MATERIALS with TRIMMINGS, EVENING SILKS, SATINS, and PLUSHES, PARIS JERSEYS, MILLINERY, MANTLES, & ULSTERS, SILK, CASHMERE, and LISLE THREAD HOSIERY, JAPANESE SILK EMBROIDERY GOODS, SUITABLE for HOME PRESENTS, CHILDREN'S ready made DRESSES, JACKETS, and ULSTERS, CHILDREN'S STRAW, FELT, and TAM O' SHANTER HATS, INFANTS' FROCKS, HATS, HOODS, &c., &c.

GENTLEMAN'S OUTFITTING DEPARTMENT.

Just Landed CHRISTY'S FELT HATS in all the fashionable Shapes and Colors including BLACK, BROWN, DARK DRAB, TABAC, and SLATE. Also CHRISTY'S SINGLE TERAI HATS in DRAB, SLATE, and FAWN.

SILK UMBRELLAS, MERINO UNDERSHIRTS, and PANTS, CASHMERE, MERINO and LISLE THREAD SOCKS, FANCY STRIPED CASHMERE ROWING JERSEYS, TENNIS SHIRTS, BATHING DRAWERS, BELTS, BRACES, &c., &c.

A very choice assortment of TWEEDS, SERGES, DIAGONAL COATINGS, OVERCOATINGS, ULSTER CLOTHS, SCOTCH TWEEDS, FLANNELS, &c. Suitable for SAC SUITS, MORNING SUITS, DRESS SUITS, CRICKETING SUITS, CHESTERFIELD OVERCOATS, ULSTER COATS, COVERT COATS, &c., &c.

SADDLERY DEPARTMENT.

PIGSKIN SADDLES (4 to 8lbs.), BRIDLES and BITS, SADDLE CLOTHS, SUITS of CLOTHING, WHIPS, CURRY COMBS, BRUSHES and all STABLE requisites.

NOVELTIES IN ALL DEPARTMENTS BY EACH INCOMING MAIL.

THE HALL & HOLTZ CO-OP. CO., LD.

Hongkong, 3rd November, 1888. [919

W. BREWER'S

CHRISTMAS AND NEW YEAR CARDS.

1.—The very beautiful Series of Hand Painted Silk Pictures mounted on gilt edge bevelled Cards with designs of Junks, *Jinrickshas*, Sampans *Grotesque Kites*, Eastern Fruits and Flowers and Illustrations of Habits and Customs of the people among which we live, with appropriate Christmas and New Years Mottoes.

2.—An entirely New Series of beautifully designed Autograph Cards in variety of shapes, such as Tennis Bats, Old Shoes, Oyster Shells, Yachts, all to open and display most artistic work.

3.—Prang's very handsome American Cards in boxes.

4.—Most beautiful Etched and Monotint Cards in boxes of one dozen, very cheap and Artistic.

5.—Cheap Cards for children 5 cents each a great variety.

And the very popular Pidgin English Sing Song Cards in the old and new forms.

Altogether forming the best Collection of Cards ever shewn in the East and the prices extremely reasonable.

LETTS' DIARIES, NORTH CHINA DATE BLOCKS.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 17th October, 1888. [100

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Teral and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.

Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Corkscrew for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.

Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888 [91

KELLY & WALSH, LD.

ARE NOW SHOWING THEIR FIRST BATCH OF

CHRISTMAS & NEW YEAR'S CARDS

THE LEADING NOVELTIES OF WHICH CONSIST OF

(a.)—A Series of Beautifully painted panel Cards specially painted for us in Water Colours by CHINESE ARTISTS, depicting Chinese Social Life with suitable greetings in English and Chinese.

(b.)—CHISAI KAKEMONOS: A pair of Miniature Kakemonos, specially produced for us in Japan, enclosed in a characteristic native Card-board box with the season's greetings in English and Chinese.

(c.)—A New Series of Grouped PHOTOGRAPHIC VIEWS of HONGKONG in Miniature, Mounted and Unmounted.

(d.)—A large collection of the newest and most ARTISTIC DESIGNS IN ENGLISH MANUFACTURE, representing the very best productions of the best makers.

(e.)—Our Stock of PRANG'S HIGH CLASS AMERICAN CARDS will arrive in about a fortnight, fully three weeks in advance of the latest Mail date required to reach home for Christmas.

NOTE:—The English Mail of November 22nd is due in London on Christmas Eve.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 19th October, 1888. [7

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 9th November, 1888, at 11 A.M., at the Kowloon Godown Co.'s Godowns, Kowloon.

FOR ACCOUNT OF WHOM IT MAY CONCERN.
Ex British Barque *Carrier Dove*.
(SUNDRY MARKS)
2,030 ROLLS JAPANESE MATTING.
Also,
(SUNDRY MARKS)
590 CHESTS JAPANESE TEA.
All more or less Damaged by Sea Water.

TERMS OF SALE.—Cash on delivery.

G. R. LAMMERT,
Auctioneer.

Hongkong, 3rd November, 1888. [1119

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

THE Company's Steamship

"PHRA CHULA CHOM KLAO,"

Captain A. Benson, will be despatched for the above Ports, TO-MORROW, the 7th instant, at 8 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, 5th November, 1888. [1121

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"

Captain G. Tayler, will be despatched for the above Ports, TO-MORROW, the 7th inst., at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, 3rd November, 1888. [1115

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"LENNOX,"

J. Thearle, Commander, will be despatched for the above Ports, on THURSDAY, the 8th inst., at DAYLIGHT.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 3rd November, 1888. [1116

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN) and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"

Captain De Negri, will be despatched as above on THURSDAY, the 8th inst., at NOON.

At Bombay the Steamers are discharging in Prince's Docks.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 5th November, 1888. [1120

FOR SHANGHAI.

THE Steamship

"CLAYMORE,"

will be despatched about the 8th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 2nd November, 1888. [1111

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

"ELEKTRA,"

will be despatched as above on SATURDAY, the 10th of November, at NOON.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 30th October, 1888. [1098

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"VERONA"

will leave for the above places on SUNDAY, the 11th November, at DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 31st October, 1888. [3

STEAM TO STRAITS, COLOMBO AND BOMBAY.

THE P. & O. S. N. Co.'s Steamship

"KASHGAR"

will leave for the above places on THURSDAY, the 22nd instant, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 5th November, 1888. [1122

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"THAMES"

will leave for the above place about 24 hours after her arrival with the outward English Mails.

E. L. WOODIN,
Superintendent.

Hongkong, 1th November, 1888. [3

Shipping.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Ship

"GREAT ADMIRAL,"

J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 18th September, 1888 [924

FOR NEW YORK.

THE 3/3 L. I. I. American Bark

"H. G. JOHNSON,"

Colby, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 3rd November, 1888. [1117

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"LEADING WIND,"

Hinckley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, 18th October, 1888. [1054

FOR NEW YORK.

THE 3/3 L. I. I. Norwegian Bark

"ISABEL,"

Howe, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 13th October, 1888. [1033

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"RAPHAEL,"

Harkness, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.

Hongkong, 13th October, 1888. [1034

FOR NEW YORK.

THE British Bark

"CARRIER DOVE,"

Durkee, Master, having only a limited space left, will have quick despatch for the above Port.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents for Charterers.

Hongkong, 25th October, 1888. [1072

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SURAT," Captain F. Speck, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, the 7th November, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route viâ Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, 26th October, 1888. [3

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA,"

2,553 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C., *via* KOBE and YOKOHAMA, on THURSDAY, the 15th November, at THREE P.M.

To be followed by the S.S. "PARTHIA," on 13th December, and S.S. "ABYSSINIA" on 10th January.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To San Francisco..... 175.00
To all Common Points in Canada and the United States..... 230.00
To Liverpool 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 14th November.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 25th October, 1888. [36

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC"

will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 7th November, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent

Hongkong, 17th October, 1888. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF NEW YORK"

will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 17th November, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 27th October, 1888. [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 25th day of November 1888, at 10 A.M., the Company's Steamship "SACHSEN," Captain von Gössel, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 24th of November, 1888. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office).

Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 27th October, 1888. [1

Intimations.

A. S. WATSON & CO., LTD.

WE HAVE NOW IN STOCK THE FOLLOWING

CIGARS:

MARIA CRISTINAS,
" " Londres.
" " Leoneses.
PERLA DEL ORIENTE, Londres.
" " " Damas.
" " " Señoritas.

NUEVO HABANO in 500 and 100 Boxes.
do. do. do. 2nd.
NUEVO CORTADOS in 500 and 100 Boxes.
do. do. do 2nd.

Flor de la Isabela, Princesas, Entractos, Orientales and Isabelas.

Imperiales, Cazadores, Imperiales, Exceptionales, Prensados, Principes, Cortaditos, Señoritas, Marquesitos, Flor de Prensados, Paquitos, Regalia Britanica, Regalia Inglesa, Chiquitos, Brevitos, and

BOUQUETS DE WATSON.

SWEET CAPORAL and OLD JUDGE CIGARETTES.

A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
Hongkong, 29th October, 1888. [5

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 6, 1888.

IT is authoritatively stated that the Hongkong, Canton and Macao Steamboat Company's steamer *Powan* was only permitted to resume running between here and Canton after the Directors had expressed their willingness to submit to a penalty of taels 500 for the contraband sulphur found on board on October 19th. We sincerely hope this statement is not true. If it is correct we can only express our sorrow for the feeble-minded and inconsistent Directors, and our sympathies with the deluded shareholders of this most extraordinarily managed Company. In the *Fatshan* case the Directors peremptorily refused to accede to the Canton Commissioner's proposal to settle the matter by submitting to a fine of taels 100, but fought the matter out in the Consular Court and gained a nominal victory at a considerable outlay for lawyers' fees and other expenses. For some unaccountable reason they then agreed to remove the case from a legal tribunal and submit it to diplomatic arrangement, the Inspector General of the Chinese Customs and the British Minister at Peking to be the arbitrators. It would be interesting to know why, after winning their case in a court of law, they threw away all the advantages they had gained, and placed themselves in exactly the same, or rather in a worse position than they occupied before the trial. It would also be interesting to know on what grounds they considered themselves justified, after refusing to pay taels 100 in the one instance, in voluntarily offering taels 500 in the other. There is nothing in the Treaty between Great Britain and China to justify either of these payments, or in fact any payment, on the grounds alleged by the Canton Customs. Article 37 of the Treaty of Tientsin states that—

"The master will be responsible for the correctness of the manifest, which shall contain a full and true account of the particulars of the cargo on board."

It also provides that—

"For presenting a false manifest, the master will be liable to a fine of five hundred taels; but he will be allowed to correct, within twenty-four hours after delivery of it to the Customs' officers, any mistake he may discover in his manifest, without incurring this penalty."

Now, the Customs authorities know perfectly well that Captain HOYLAND of the *Powan* was just as innocent of presenting a false manifest as was Captain GOGGIN of the *Fatshan*. They were also thoroughly aware that Captain HOYLAND knew as little about the contraband sulphur as Captain GOGGIN did of the smuggled opium. The only persons who knew, besides the owners of the stuff, were the paid spies of the Customs, the suborned servants of the Steamboat Company. Where then, under such circumstances, could the charge of presenting a false manifest have been fairly sustained? We have little hesitation in saying that no British Court, in Canton or elsewhere, would have convicted the master of any ship on such evidence.

We are not arguing that the Directors of the Steamboat Company had no responsibility for the contraband sulphur being on board the *Powan*—in fact, it seems pretty clear that they were to a considerable extent responsible both for that and for the opium found on board the *Fatshan*. Of course we are referring to the utterly inadequate precautions taken at the wharf in Hongkong to prevent contraband goods from being taken on board the steamers. In the recent trial at the British Consulate in Canton it came out in evidence that the *Fatshan* had six ports for receiving and discharging cargo, and that only two watchmen were employed to supervise the whole of these important operations. Each steamer carries but two officers, whose duties are of far too multifarious and onerous a character to permit them to devote much time and attention to the cargo. With a watchman at each port and a reliable third officer to generally supervise, there would be very few cases of smuggling—unless the Customs bribed the Steamboat Company's employés wholesale, first to allow contraband opium and sulphur to be brought on board and then to play the parts of informers. The expense of a few extra watchmen would be so comparatively trifling that we are certain it would pay the Company to give our suggestion a fair trial; and if it were found that the Customs still continued the disgraceful system of bribery which is so frankly admitted to have been their favorite policy for a long time past, then proper representations should be made through the Hongkong Government to Her Majesty's Minister at at Peking.

We have always strongly advocated the policy of being on the most friendly terms with the Canton Customs, but we really cannot commend the action of the Board of the Steamboat Company in so ignominiously showing the white feather in the face of their defiant challenge of a month ago. After going so far, the right of the Customs authorities to stop the *Powan* from trading on the Canton river under Article 48 of the Tientsin Treaty should have been challenged and fought out to the bitter end. Arrangements could easily have been made for the steamer to continue running pending the action, the requisite bonds being given to the Customs, if demanded. This would have definitely settled a vexed question that is certain to give a great deal more trouble. Had the Directors agreed to Mr. Commissioner WHITE'S demand in the first instance matters might, and probably would have been amicably arranged; but after defiantly refusing to pay taels 100 and supplementing that refusal by successfully fighting the Customs in the Consular Court, the payment of a penalty of taels 500 on their own abject proposal is a bitter pill to swallow, not merely to the Company's shareholders but to the community at large. And this fine is not the last by a great many that will be levied, unless the Company adopt a very different policy. It will hardly be denied that the famous 'second-class Directors' have once more substantially admitted their utter helplessness, and again prominently displayed that glaring and expensive incapacity to properly control the business of this important and popular public enterprise which has been so notorious for many years past.

TELEGRAM.

(Reuter.)

NEWS OF THE STANLEY EXPEDITION.

LONDON, November 4th.

Arab traders report that Mr. Stanley was safe and sound in November last, west of the Albert Nyanza, but that his party had suffered heavily.

SHANGHAI RACES.

(By Telegram).

FIRST DAY,—MONDAY, 5TH NOVEMBER.

The MALOO PLATE, value, Tls. 100, for China Ponies, weight for inches as per scale, entrance, Tls. 5. Half-a Mile.

Mr. Weed's gr. Fra Diavolo 1

The CRITERION STAKES, a sweep-stakes of Tls. 10 each, with Tls. 100 added, for China Ponies, weight for inches as per scale, second pony to save his stakes. One Mile.

Mr. Rodney's b. Grantham 1

The MAIDEN STAKES, value, Tls. 200 and one-fourth of the entrance fees; second pony to receive one-fourth of the entrance fees, for China Ponies that have never run at any meeting, weight for inches as per scale, entrance, Tls. 10. Three-Quarters of a Mile.

Mr. D. E. Sassoon's gr. Eureka 1

The RACING STAKES, a Sweepstakes of Tls. 10 each, for China Ponies, weight for inches as per scale, Griffins at date of entry allowed 7lb. One Mile and a Quarter.

Mr. D. E. Sassoon's cr. Bullion 1

The JOCKEY CUP, value, Tls. 100, for China Ponies that have never won a Race, to be ridden by Jockeys who have never had a winning mount before this Meeting, weight for inches as per scale, entrance, Tls. 5. One Mile.

Mr. Tell's sp. ro. Bernina 1

The CLUB CUP, value, Tls. 100, added to a Sweepstakes of Tls. 5 each, for China Ponies, weight for inches as per scale, Griffins at date of entry allowed 7lb. Two Miles.

Mr. John Peel's gr. Leap Year 1

The SYCEE STAKES, value, Tls. 100, added to a Sweepstakes of Tls. 5 each, for China Ponies, weight for inches as per scale, Griffins at date of entry allowed 7lb. One Mile and a Half.

Mr. John Peel's dun Orlando 1

The ST. GOTHARD CUP, value Tls. 100, presented, added to a Sweepstakes of Tls. 5 each, Second Pony to receive 30 per cent., and the Third Pony, 10 per cent., of the Stakes, for China Ponies, being *bonâ fide* Griffins at date of entry, weight for inches as per scale, winners of a Race 7lb extra. One Mile and a Quarter.

Mr. D. E. Sassoon's gr. El Dorado 1

SECOND DAY,—TUESDAY, 6TH NOVEMBER.

The NORTHERN CUP, value, Tls. 100, for China Ponies, weight for inches as per scale, winner of the Maloo Plate, 10lbs. extra, entrance, Tls. 5. Half-a-Mile.

Mr. Tell's ch. Maloja 1

The SHANGHAI ST. LEGER, a Sweepstakes of Tls. 15 each, with Tls. 100 added, First Pony to receive 75 per cent.; Second Pony to receive 15 per cent., Third Pony to receive 10 per cent., for China Ponies that have never been raced previous to the 1st January, 1888, weight, 10st. 7lbs. Ponies over 14 hands to carry 3lbs. extra for every inch over, winners of one Race, 5lbs. extra; two or more Races, 10lbs. extra. One Mile and Three Quarters.

Mr. D. E. Sassoon's gr. Eureka 1

The CHINA CUP, value, Tls. 100, for China Ponies, being *bonâ fide* Griffins at date of entry, that have never been in Shanghai prior to 1st August last, weight for inches as per scale, winners, 5lbs. extra, entrance Tls. 5. One Mile.

Mr. J. D. Humphrey's bay Venger 1

The AUTUMN CUP, value, Tls. 100, for China Ponies, weight for inches as per scale, entrance, Tls. 5. Three Quarters of a Mile.

Mr. John's dun Susewind 1

The PAGODA CUP, value, Tls. 150; Second Pony, Tls. 50, for China Ponies, being *bonâ fide* Griffins at date of entry, weight for inches as per scale, winner of the St. Leger, 7lbs. extra, entrance, Tls. 5. One Mile and a Half.

Mr. D. E. Sassoon's gr. Satsuma 1

The LLAMA MIAU STAKES, value, Tls. 100, for China Ponies, weight for inches as per scale, winners of one Race, 7lbs. extra; of two or more Races, 12lbs. extra; Griffins at date of entry allowed 5lbs., entrance, Tls. 5. One Mile.

Mr. D. E. Sassoon's gr. Vendetta 1

The SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this Meeting except those in the Hack Stakes, first Pony to receive 75 per cent.; Second Pony, 15 per cent.; third Pony, 10 per cent., weight for inches as per scale. One Mile and a Half.

Mr. John Peel's dun Orlando 1

The HACK STAKES, value, Tls. 100, for China Ponies (without the restriction to height specified in Bye-law No. 11th) not otherwise entered at this Meeting, and that have never won a Race, weight, 10st. 12lbs., entrance, Tls. 5. Once Round.

Mr. Ring's gr. Holborn 1

LOCAL AND GENERAL.

THE Russian corvette *Rynda*, Capt. Avellan, left to-day for Singapore.

H.M.S. *Wanderer*, Commander G. A. Gifford, arrived this forenoon from Taku and Formosa.

THE degradation of the British peerage continues. Lord Tollemache has become a brewer and owns 69 "pubs."

MR. Reeves, chief examiner of the Imperial Maritime Customs at Chefoo, died suddenly of heart disease on the 29th ulto.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Palinurus*, from Liverpool, left Singapore for this port yesterday morning, and is due on the 12th inst.

THE agent of the Messageries Maritimes Co. courteously informs us that the Company's steamship *Iraouaddy*, with the next French mail, left Saigon at 2 a.m. to-day for this port.

WE are informed by the agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Japan*, from Calcutta, left Singapore for this port yesterday, and is expected on or about the 11th inst.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, on Monday, the 12th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

WE hear that H.M.S. *Merlin*, while in charge of Pilot Speachly, grounded on the Whampoa Point and remained there a tide. The bottom is only soft mud, so the *Merlin* cannot have sustained the slightest damage.

WE have been favoured by the Inspectorate General of Customs with a copy of Statistics of the import and export, prices and other particulars of Crude and prepared Opium, as are detailed in the Customs Commissioners' reports from the following stations:—Newchwang, Tientsin, Chefoo, Ichang, Hankow, Kiukiang, Wuhu, Chinkiang, Shanghai, Ningpo, Wénchow, Foochow, Tamsui, Takow, Amoy, Swatow, Canton, Kiungchow, Pakhoi, Kowloon, and Lappa, concluding with Mr. Ohlmer's Summaries of last Replies to circulars on Foreign Opium.

THE Rev. A. A. Fulton, of the American Presbyterian Mission, Canton, has courteously favoured us with a copy of his recently published work "Progressive and Idiomatic Sentences in Cantonese Colloquial." We think this is a valuable addition to the Anglo-Chinese practical grammars and colloquial methods which are in circulation among the cultivators of the Chinese language. The work is very well got up, the romanized pronunciation very clear, and the progressive system rigidly carried out. The book is on sale at Messrs. Kelly & Walsh's.

AT the Police Court to-day Mr. Pollock resumed the hearing of the charge of public gambling brought against seven of the members of the of the Tung On Club, 207 Hollywood road;—Mr. Caldwell appeared for the defence.—One of the promoters of the Club gave evidence to the effect that the Club rules were obtained from the Registrar-General's office, and afterwards admitted that they were printed at a native press. The Club had been registered—he could not say how long ago. When pressed, he admitted that he registered it five days after the raid—a week ago.—Other evidence, showing that the books of the Club had been doctored, having been given, the case was again adjourned, the bail of one of the defendants who had not attended being estreated, and a warrant issued for his arrest.

WILL our edicrial brethren of the *China Mail* and *Daily Press* kindly note and inwardly digest what follows! It will do them a world of good if they can understand and appreciate the application. At a journalistic dinner in America the other day a well known editor was unexpectedly called upon to respond for "the Press." At first he vigorously refused, but his colleagues insisted on his orating, and this is what he said:—

There is no such thing as this Continent as an Independent Press, unless it is out in the country towns, and the printers' brokers have mostly got a bill-of-sale over that. You are all slaves. You know it and I know it. There is not one of you who dares to express an honest opinion. If you expressed it, you would know beforehand that it would never appear in print. I am paid a large salary for keeping honest opinions out of the paper I am connected with. Others of you are paid similar salaries for doing similar things. If I should allow honest opinions to be printed in one issue of my paper, like Othello, my occupation would be gone. The man who would be so foolish as to write honest opinions would be out on the street hunting for another job. The business of a leading journalist is to distort the truth, to lie outright, to pervert, to villify, to fawn at the feet of Mammon and sell his country and his race for his daily bread, or for what is about the same thing, his salary. You know this and I know it; and what folly to be boasting as "Independent Press"! We are the tools and vassals of rich men—of syndicates behind the scenes. We are the jumping-jacks. They pull the strings and we dance. Our time, our talents, our possibilities, are all the property of other men. We are intellectual prostitutes.

THE Band will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following will be the programme:—

March ..... "Umbria" ..... Sinclair.
Overture ..... "Zanetta" ..... Auber.
Valse ..... "Gipsy Queen" ..... Emily Phillips.
Gavotte ..... "Saidie" ..... Amillon.
Selection ..... "Les Près St Gervais" ..... Lecocq.
Selection ..... "Barbe Bleue" ..... Offenbach.

JOHN MORAN, Bandmaster.

THE Taku correspondent of the *Shanghai Mercury* writes on the 26th ulto.: No news of any importance to tell you, except that it is a fact that the Peiho Tug and Lighter fleet is laid up for this year. The two lighters are moored with two anchors each and the two tow boats made fast alongside of them. All hands are discharged, and the manager, Mr. Watts, left for Japan to-day. It is rumoured here that an amalgamation is to take place, and that both companies will work together next year at high rates. The low tides on the Bar are a good thing for the old Lighter Company; they have almost more than they can do and are working both night and day. Another month will see the end of it for this year. I expect the river will close early this year and the Lighter Ship and Buoys will be taken in on November 30th, if not before.

A CORRESPONDENT, who has been a hapless victim to a law that has long been out of date, writes:—Of all the laws that are now in existence in the Colony of Hongkong that of the *debtors* is the mostly absurd and preposterous. Take for instance the following:—A man comes to the colony notably to seek employment, and after a time his money runs short, and then he does what many others have done before him, gets into debt. He cannot help it, he must live, and he goes as quietly on as he can, when suddenly he receives a summons for some paltry sum, say about ten dollars. He appears, the Magistrate asks him whether he owes the money, and is answered in the affirmative, the debtor stating at the same time his inability to pay just at present owing to his being out of employment, but will pay if time is allowed. The Magistrate thereupon tells him to come to some arrangement with his creditor. He leaves the Court and the same day or the next calls upon his creditor, who tells him he is willing to wait one month, but, much to his astonishment, some eight or nine days only having elapsed he is suddenly brought to a stop in the street by a bailiff who arrests him on a warrant, and at once conveys him to the Gaol where he is locked up, he having been sentenced to three months imprisonment (in his absence and without any notification) or until such time as the debt is paid. One of the most disgraceful acts that was ever passed is that which allows anyone who, having a little private I will against a person, can throw him into prison without an opportunity of justifying himself before a Magistrate. To gratify his personal enmity the plaintiff has to pay a sum of twenty-five cents per diem for the keep of his debtor, so should the defendant owe him a sum of, say $10, it will, should the defendant keep the debtor in gaol, cost him about $23 for expenses. Again, a man can be cast into gaol for the paltry sum of $1.00 in just the same way. The Act in connection with this is, without exception, one of the most disgraceful that has ever in modern times been passed, and the sooner imprisonment for debt is done away with the better for the interests of the law makers (as well as breakers) and debtors.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. J. Leach, Acting Puisne Judge).

A QUESTION OF LIABILITY.

UN FO, timber merchant, 209 Praya West, brought an action against Father Torres, of the Spanish Procuration, for the recovery of $462.30, balance due for goods sold. Mr. Webber appeared for the plaintiff, and Mr. Francis, Q.C., instructed by Mr. Stokes, represented the defendant. The evidence for the plaintiff was to the effect that the defendant entered into a contract with a Chinese builder to build semi-detached houses, and that after a while, as the work did not progress satisfactorily, the contract was transferred to another man. The defendant's clerk gave the plaintiff an order for timber to the value of $462, and when the bill was sent payment was refused, on the ground that the contractor had been paid for the wood, and must settle for it.—This defence was continued, and the transactions between the parties were gone into at length.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

O MORES MUTANTES NAVICULORUM!

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Not long ago I read
In your much valued paper,
Some correspondence which has led
Me 'most to cut a caper.
When thinking of the *grand* ideas
Set forth by Steamboat *officiers*.

"'Mail Boat' spun out a long thin thread,
Two columns or more of verbose chatter
Whose argument it may be said,
One way or other does not matter;
But 'Mail Boat's' squashed like a crushed midge
By 'Fifty dollars' on the bridge."

O Mores mutantes naviculorum!
How things are changed these latter dates!
Who dreamed there'd ever be a quorum
Banded together of steamboat mates;
'Gainst owners and captains, ashore or at sea?
Why really 'tis right down rank mutiny!

But then hang the odds! go in and win,
The scheme is really glorious;
With British skill and British tin
We must come off victorious;
(By tin I mean good sterling cash
Not chits, or bills, or such like trash.)

A leader is come in his might
(I'm not at all satirical)
His scheme is down in black and white
And it can't be chimerical.
For underneath the scheme there follows
The pledge and sign of "Fifty dollars."

Ye tyrant captains, owners too,
Ye modern slavery kings!
We'll make you one and all look blue
When our great scheme begins!
When British mates strike for their right
The world will own their pluck and might.

So rouse ye toilers of the deep,
Who long have borne the galling chains,
Club up! combine; in one fell sweep
Throw off the yoke! increase your gains
The clouds of slavery are breaking fast
The sun of freedom will shine at last!

Too long we've grovelled in the mire!
(Hold on; this strain should be heroic,
The metre raises the patriot fire
That burns e'en in a British stoic;
Or else I may the thought enkindle
That I think this great scheme a swindle.)

Ye, sailors, (officers, I mean—
Of Britain's Mercantile Marine,
Who long have borne the grievous yoke,
(And really this is not a joke)
We have the power if we but rise
All British trade to paralyze!!!
And that encloses in its girth
Three-fourths the ocean trade of earth.
"Then rise! *en masse*!"
Pay out your cash!
And from your onward course
All opposing forces dash.

Ye, Britons, who in ages past
Have dared the ocean's fiercest blast
Now nail your colours to the mast
And show that ye are men!

Why should we who rule the waves
Be ruled ourselves like abject slaves
And counted be as coward knaves
(Metaphorically speaking!)

See the simple task before us
And the fate that still hangs o'er us
Will continue to o'er power us
If we do not rise!

We must oust the alien horde
Which the owners send aboard
To master! without fire or sword
British ships and sailors!

We must break the galling chains
Change the law which now contains
Clauses that make small our gains
By our own endeavour!

The end we seek to gain is right
And unaided we must fight
Influence, law, and unjust might
And all the powers that be!

Then arouse, ye seamen bold,
Emulate your deeds of old
Make the alien lose his hold,
On British quarter-decks!

And when we have attained this end
All minor ills ourselves shall mend,
No foremast Jack shall leave his class
The cook shall stick to making hash
The carpenter hold to his plane
Old Sails stick cringles in again
No purser's clerk shall be a mate
No supercargo, and the fate
Which placed them in the lower ranks
Must for this thing have all the thanks;
(Or blame, if they can call it such.
But which, it does not matter much.)
No Board of Trade examination
Shall give to men of every nation,
The chance our wages rate to lower
We'll fix this thing when we've the power.

O mores mutantes Naviculorum!
In thought we may imbibe a jorum
Of punch, in joy anticipating
The change in customs we are making,
To tell which, needs sublimer strains
Than this *third mate*, in all the pains
Of poetical composition
Can command, in his condition
Lacking a rhyming dictionary
To help him on his rhymes to marry.

Away! traditions of the past!
Ye captains from before the mast!
Ye sailors of old by-gone times
Who sought out unknown seas and climes!
Who knew no more of navigation
That many now know of cremation!
Ye needs must sink into oblivion!!!
Ye were all wrong, is the opinion
Of our new oracle that's spoken now
And to whose *dictum* all must bow!

"True courage, skill, presence of mind
The attributes of every kind
That go to make up such a man
As is demanded by our plan,
And worthy deemed to join the ranks
Of British mates, and tread the planks
Of British steamers on the seas
And control their destinies;
With pluck, and strength, and health, and might
Endurance, hardness, clear-eyesight
True seamanship and navigation
Are all acquired by education."

No more the low-born boy may hope
By learning how to splice a rope,
By patience, thought, and labour too
To raise himself above the crew;
And stand upon the bridge a mate,
No more, indeed! each boy must wait
Till he is seventeen years of age,
And then has mastered every page
Of theory; by all the rules
Of high-toned nautical boarding schools;
Must go as prentice for four years
Brass-bound; kept clean by brush and shears,
His hands unsoiled by tar or grease
To gain a knowledge of the seas.
And know, in theory, what to do
With a rebellious, drunken crew
And through the telegraph, fore and aft
Hoist up a "vacuum from the crank-shaft"*
And join, by means of books and slates
The new-made aristocracy of mates.

And then! ah, then! the world will see,
What mighty men our mates will be;
The timid shore-folks may with ease
And confidence; cross o'er the seas
No more collisions need they fear!!
The school-trained mates know how to steer
By *Algebra!!* in every case;
Before it happens, he can trace
And find out with the greatest ease
All till now unknown quantities.

No more we'll dread the howling blast
The riven sail, the splintered mast!
No more the vivid lightning glare
Shall light the circumambient air!
No more the pealing thunder crash
Shall echo o'er the waves, which dash
Now in great masses on the deck;
And turn into a helpless wreck;
The steamer that had braved their power,—
In conscious triumph till this hour!
No more the drowning seaman's cry
Shall strive to pierce the lowering sky
While onward sweeps the towering wave,
Which hurls him to his ocean grave!
No more our eyes through mist and spray
Shall eager long for breaking day,

No more we'll dread the typhoon's power
The fog and cold, the pelting shower,
The sun's fierce heat, the burning thirst,
The nights when things are at their worst,
When hope of safety's gone and past,
Amid the howling tempest's blast.
No more dread rocks upon the lee!
No more dire accidents at sea!
With school-bred mates there's nought to fear,
Their intellects will o'er be clear
With *Euclid* they'll control the sky
The sea with *Trigonometry*!!!!!

And then—perhaps—but this I doubt,
In Hongkong we shall not turn out
Each Sunday and hear the Church bell
Which rings to tell us there's a—(well,
I rather think that on the whole
I'd better use the word *Sheol*.)
And call the shore-folks there to hear
(What to some seems to be most dear)
The organ peal, the choir sing
The people pray, the arches ring
With praises that are said to reach
To Him of whom the parsons preach.

But whose name *we* are doomed to hear
Only when men do curse and swear!—
While we work cargo all the day
Without a cent of extra pay,
And keep the thing up all the night
And go to sea in such a plight,
That drowsily we roll about
Both brain and body all worn out!

—It were too much, I think, to hope
That this thing was within the scope
Of changes to be brought about
By our great Club, when we come out!
But then, in truth, I am afraid
That all the efforts to be made
To change the customs of this port,
In this respect, will all fall short.
The *Commerce Chamber* has "resolved"
That "too many interests are involved."
The *school-bred* mates may able be
To rule the winds, the sky, the sea,
They may in all things else be clever
But, stop Sunday work in Hongkong—never!

The shore-folks and the owners too
Must all combine this thing to do,
And wipe away the foulest blot
That stains the annals of the spot.
Which oft is named on land and sea
The "Sundayless Crown Colony."

I think that I must stop right here
And not be criticizing,
My betters—for 'twill cost me dear
And set me moralizing,
Though I will not take one word back,
Although for it to get the sack.

Because, you know, there soon will be
Our Club—when we've begun it,
The mates who do not go to sea,
Will wanted be, to run it;
So 'stead of cargo measurer
I'll be the Club's high treasurer.

Hold! let me think, alas! poor me
I cannot be admitted.
At ten years old I went to sea
And therefore am unfitted!
Besides I've been "one of the crew"
And *cook*, and *mate* and *capting* too.

I find I'm in an awful mess
And know not what to do!
Dear Sir, my trouble will be less
When it's referred to you!
I know that you've cracked harder nuts
And helped men out of deeper ruts.

With many thanks for your good grace
In anticipation
For granting me so large a space
For this my cantation!
Believe me I shall ever be
Most truly Yours

UBIQUE.

P.S.—I will add in simple prose, that if I have misrepresented the ideas of "Fifty dollars" in my rhyme, it must be attributed to the lack of opportunity for more carefully mastering the argument in his letters. I had only given them a cursory glance when the papers disappeared, and I could not replace them, at sea. I had to trust to my memory, therefore, for the argument and the premises I have carried to their logical conclusion, as I had to do for the rhymes I made upon them. These were concocted "on the bridge" at sea, during my watch, and committed to paper only when I got below "off watch." If "Fifty dollars" cares to review my rhyme, as I have his letters, he is welcome to do so as far as I am concerned, but I ask the privilege of continuing the subject if it can be granted, for I have not said all I could say on the subject for lack, of time. As the subject was such a serious one, I thought it ought to be *seriously* treated, and lacking the power to say what I thought of it, I went on the principle of the advice given by the mate to the sailor who was jammed aloft and couldn't speak so as to be heard, "If you can't say it, sing it!" As perhaps "Fifty dollars" might desire to "sing it" also, I adapted my rhymes to *well known tunes*, the music of which can be as easily obtained as some of the performances spoken of in the rhymes. One part is to be sung to the tune of "Nix come arouse, mit der Deutschman's house." Another to the tune of "Scots wha havent;" and the rest to the "tune which the old cow died of," *with variations*. I hope "Fifty Dollars" will take as much pleasure in singing the tunes, as I have taken trouble in concocting the songs.

UBIQUE.

Hongkong, November 6th, 1888.

* The writer does not claim any credit for the origin of this expression. It was the *impromptu* utterance of well known engineer on board a steamer plying on the Yangtsze, and heard by him at the time. The surprise having been so great, for a sailor suddenly at sea, it was acquired by the engineer on his return to the mess-room "What's gone wrong down there? Is the nothing" was the reply. "The vacuum dropped down the crankshaft, and we were forced through the telegraph to hoist it up!"

OUR MACAO LETTER.

MACAO, November 5th, 1888.

In continuation of your remarks on the origin and characteristics of our National Battalion, allow me to mention the following particulars. This body of 'irregulars' was formed in 1846 under the despotic Government of J. M. Ferreira do Amaral, who organised the force as a means to suppress the revolts of the Chinese who were clamouring against his acts of oppression, as well as to punish by forced enlistment those European citizens who had declared themselves against his high-handed policy. One of the first victims of Amaral's vindictiveness was citizen Francisco C. Pereira da Silveira, who had come in the same ship with Governor Amaral, in 1845, as Colonial Secretary. The ship having called at Cadiz, the Governor and the Secretary landed and quarrelled on shore, the result being that they never spoke again during the the whole of the voyage to Macao. On arrival at the Holy City, the Governor not only refused to recognise Mr. Silveira as Colonial Secretary, but later on had him enrolled in the Provisional Battalion which had just been created, and contrived to have him posted as sentry at the gate of Government House, where Silveira was ordered to salute the Governor in due form whenever the despot left or entered his mansion. Mr. Silveira, in order to evade the Governor's vindictiveness, shut himself up in his father's residence; but the autocrat had him besieged there, and it was only on a cold and rainy night that the recluse managed to escape and place himself on board a Chinese junk which was leaving for Hongkong. The Governor, on being informed of the escape, incontinently ordered a party of soldiers to attack the junk from the shores of the inner harbour. The vessel, however managed to clear the bar, and Mr. Silveira landed in Hongkong, where he offered his services to the British Government, and was shortly afterwards employed at the Commissariat Department, a post which he filled till he attained the grade of Major, when he died. Mr. Silveira was followed by a few other gentlemen, who ran away from Macao and established themselves in your colony, where in course of time they flourished and some of them became wealthy merchants and capitalists. The majority who could not emigrate, were forced into the ranks of the Provisional Battalion, where they suffered all manner of indignity and oppression; they could hardly call themselves free citizens, as for the slightest breach of discipline they were arrested in their own houses and confined in the Monte Fort. During the Governorship of Senhor Guimarães, one of the Battalion's companies mutinied, and the Commander of the corps became actuated by the threats levelled at him, that he hid himself inside the barracks oven for a whole night. The following were the successive commanders of this corps since its formation (Messrs. T. J. Paiva, Manuel Pereira, J. Bernardo Godinho, Lourenço Marques, Baron do Cercal, and finally Alexio Tedoro Marques).

During the Baron's commandership, the Lisbon Government allowed the Macao Treasury to give a modicum of pay to the men who chose to be in active service in this Battalion, as after the suppression of the Coolie trade, and the typhoon of 1874, poverty began to undermine all classes of residents in the Holy City. Since that epoch, the corps has assumed the name of 'National Battalion,' and it has been almost entirely composed of the worst elements that are to be found in the City—uneducated youths, street urchins, Portuguese youths addicted to opium smoking, 'ricksha drivers, and *id genus alia*. The Commandants of this corps are appointed by the Governor of Macao; but the present officer, Senhor Pacheco, holds one of the most illegal appointments that can be imagined. He is simultaneously a lawyer, the "Administrador de Concelho," or Registrar-General, and Commander of the Battalion!

This hungry army has lately become such a nuisance to the free inhabitants of the city, that a petition is now being circulated for signature in this city, calling upon the Lisbon Government to disband the corps. The following is a translation of the document:—"To His Majesty the King of Portugal. Sire, The undersigned, Portuguese residents in Macao and Hongkong, prizing their dignity and independence and their national decorum, hereby request of your Majesty to deign declare as extinct the National Battalion of Macao. It is unquestionable that the motives which brought about the formation of this corps were noble and patriotic, as it was intended as a means to enable every citizen to take arms in defence of his country. Unfortunately, however, circumstances have at present entirely changed. Our robust and intelligent youths have all expatriated themselves over to Hongkong, to the vast Chinese Coast, to Japan and Indo-China, where they find honourable means of subsistence, which their country denies them. Those who are at present enrolled in the Battalion, and who are supposed to be the defenders of their country, should necessity arise, are receiving less pay them the men belonging to the Battalion of the line, although they are placed on an equal footing as regards duty. The consequence of this injustice is that only the destitute join the National Battalion, its ranks being mostly composed of men of all castes, colours, and nationalities, which has lowered the physical, moral and intellectual standard of the men to such a point that to belong to the Battalion is nowadays a matter for shame. As proofs of these allegations we will cite two authorities: Mr. Gastão Mesnier, who was Private Secretary to Governor Viscount de S. Januario, styled this Battalion as a body of bandits who infested the Chinese shops in the Bazaar. Dr. Gomes da Silva, our Colonial Surgeon, in his last sanitary report, classified the corps as a "Battalion of mendicants." If any more proofs are required, we will refer to the Report preceeding the law of colonial budget, wherein mention is made of this Battalion when the item of expenses for its maintenance was alluded to. In order to substantiate our assertions we beg to submit to your Majesty's consideration the copies herein enclosed of several national and foreign newspapers, from which the value which is attached to this Battalion may be easily guaged. As, moreover, this corps does not answer its purpose and is composed of so degrading elements, it will be easily understood why youths belonging to respectable families feel an aversion to join its ranks. For not being present at certain drills and parades, several of our free citizens have been violently arrested, brought before a Court martial, and then relegated to the Monte Fort. This has contributed more than anything else to drive most of our youths to Hongkong, where they succeed admirably well as clerks and Government employés. For these and other reasons, the undersigned humbly beg of Your Majesty: 1st, To declare extinct the National Battalion. 2nd, To transfer those men and officers who are in active service in this corps, to the Police Force, where enlistment is voluntary. And the petitioners will humbly pray, etc."

Such is the tenor of the document which will shortly be placed before the King of Portugal and the Lisbon Government, and it is fully expected the days of the National Battalion of Macao are numbered.

No further news I have to communicate, besides the departure for your city to-day of Senhor Horta e Costa, our Deputy, who proceeds to Lisbon via San Francisco, New York, and Liverpool. This gentleman has promised his constituents to do his best efforts in the Cortes towards getting the Government to comply with the popular wishes. Colonel Ferreira da Silva also proceeds home on a year's furlongh. No Governor has yet been appointed for Macao, and, to tell the truth, none is wanted.

NOTES FROM CHINESE PAPERS.

Admiral Ting Ju-ch'ang, of the Northern Squadron, Commander-in-chief at Tientsin, has returned thither from Formosa, and is staying at the Lao Shun Ki hong for the present. Soon after landing, he visited the Viceroy Li Hung-chang, and is said to have given H.E. very detailed information regarding his successful campaign against the savages, and the situation in Formosa generally.

* * *

The native committee for the relief of the sufferers by the floods in the neighbourhood of Newchwang have decided on a distribution of 4,000 *cash* to every grown person and 2,000 *cash* for every child, immediately. Money in coin being scarce, and there being no bank-notes for small amounts, the committee have requested the assistance of the Hai-ch'eng Magistrate to persuade the shops to accept small notes issued by their body.

* * *

On 19th October some snow fell, and ice formed an inch in thickness subsequently; but on 23rd the wind shifted south, and a thaw came. The parties of the relief committee who have been exploring by three different routes, have returned. They believe that for the Hai-ch'eng and Kai-p'ing districts Tls. 50,000 will be required; in the Liao-yang district, bordering on the Hai-ch'eng, the distress is also very great. The funds already raised are insufficient, and Shanghai is earnestly requested to give farther assistance.

* * *

Civil officials have the annual ceremony of "meeting the spring," military officials of "greeting the autumn." This is a very ancient Chinese custom, the operations of nature at the respective periods typifying the respective influences of the civil and military powers. On the night before 23rd October, the festival called "descending frosts," the garrison of Canton moved out with music playing and colours flying, through Wei-pien and Hui-ai streets, amidst the firing of cannon, to the Fei-lai Temple, where, all facing westwards to honour the Goddess Ta'ing-nü (the Dark Goddess), sacrifices were offered to her, and the procession returned to their barracks.

TIENTSIN.

(FROM AN OCCASIONAL CORRESPONDENT.)

October 19th, 1888.

His Excellency the Viceroy made a tour of inspection on the Kaiping Railway on the 9th instant. There are some eighty miles of this line completed, with about five miles additional of branches and sidings. The stations are Tongku (Taku), twenty-seven miles from Tientsin; Lutai, twenty-five miles from Tongku; and Tongshan, twenty-nine miles from Lutai. The line is very well laid; there are some fifty bridges or more, most of them twenty feet span or so, but some very large, one at Hanku being seven hundred and twenty feet long with a swing span of sixty feet, ten fifty-feet spans, and five thirty-feet spans. On account of the floods which take place nearly every year, the permanent way has had to be raised above the highest flood level, and this has been an expensive business, especially in the swampy parts. The rolling stock, engines, carriages and waggons are all of good quality and well adapted to the special circumstances of this line. One feature which deserves mention is the automatic coupling gear, an American patent known as the "Janney." Even in England, after two generations of railways, the accidents from the method of coupling and uncoupling carriages are very severe, being usually fatal, and are of constant occurrence. Out here among the Chinese, who for the most part cannot get it into their heads that there is anything particular about railways, there would be considerable slaughter before they learnt the business of hooking one carriage on to another. This want of realisation of the weight and force of a train in motion costs the coolies here their toes and fingers, for they will put out a hand or foot to stop a waggon, and it is said that in summer they like to lie right across the line on a "sleeper," making a pillow of one rail and a foot rest of the other,—a nice attitude for decapitation! This is a very tame account of the whole thing when compared with the glowing article in our local paper, which we cordially recommend to those who appreciate humour. And yet we have some remorse in doing so, for the railway, its promoters and makers, deserve a better fate than to be held up to ridicule by the ludicrous style in which our local reporter gets out his bucket of flattery and the accompanying trowel, and plasters every one with a lot of inappropriate adjectives. Tong King-sing and the engines, Mr. Ng Choy and the bridges, and the Viceroy and some Shanghai-made furniture, all come in pretty equally for the reporter's grotesque enthusiasm. His style reminds one of Madame D'Arblay's later writings which, to quote Macaulay," "most resembles the puffs of Mr. Rowland and Dr. Goss." This reporter seems to have taken to heart the old "wheeze" of always finding happiness in the dictionary; he finds everything there! It is said they keep a pair of spectacles in the *Chinese Times* office which are not only made of rose-coloured glass, but the glass is also magnifying, and a very happy result comes from lending them to the reporter. Under their lenses quite an optical illusion takes place, which may be familiarly illustrated by the example of the domestic goose, a bird that appears to the wearer of these scientifically enchanted spectacles as a full-fledged swan.

The new Customs' building was opened on Monday, the 15th inst. It is a massive structure of grey brick which might have been put up by Cheops himself, who had a fancy for the durable rather than the ornamental in architecture. Inside, the arrangements are all that could be desired in the way of convenience, one time-saving feature being that the Customs Bank is under the same roof, which ought to be appreciated by the duty-paying public.

The first gunboat, H.I.G.M.'s *Iltis*, has arrived for the winter, and straightway advertised for four stoves and twelve pairs of skates "for heating purposes." The English language is dear to our hearts as that of Shakespeare and Milton, but for the unwary foreigner it has playful little pitfalls into which he is apt to walk as into the best parlour; and the use of skates in connection with heating purposes rather amused us. We have one or two very funny people here, not so funny as necessitate their friends restraining them, but getting on that way. It is thought to be the climate, which is very dry and bracing, that affects their brains, as frost "electrifies" a cat's fur, or they may be victims of malaria which takes curiously different forms in different constitutions. At any rate the symptom of the disorder is to send out funny expresses and one came out about "gridirons for shad" and "eleven-and-three-quarter pairs of spurs for the Horse Marines." And this provoked a reply enquiring, also in an express, the dimensions of the horsewhip the first jokist preferred, to which he has so far returned no answer. Perhaps he is trying the different sorts the local shops afford before committing himself.

The Lawn Tennis Championship for gentlemen has been won by Mr. Edward B. Lees, who has beaten the best players rather badly. He has a pretty style without any of the usual slogging about it. There is nothing "tremendous" about his form like some of our other players, whose service is practically untakeable when it comes off—once in a blue moon. But this violent style fills the public eye and delights the unskilful if it makes the judicious grieve.

The weather has turned very cold, the thermometer has been as low as 30 deg. with a sprinkling of snow in the early morning.—*N. C. Daily News.*

(FROM OUR CORRESPONDENT.)

Tientsin, October 24th.

The French syndicate has secured the Wei Hai Wei contract for supplying the 24 centimetre Armour-plates for the batteries there and four 31 centimetre guns. The total amount is about £60,000.

Mr. Carey has returned from the Yellow River gap survey. He goes home, I believe. I hear his mission to the gap has not been successful.

Yesterday, Messrs. Hillier and Morrison also returned from the gap in the Yellow River, which they had been to survey, and I hear they have been as successful as Mr. Carey.

Three German gentlemen have arrived here. It is said they are after railroads.

The article in the London *Standard* about Germany having secured the contract to build new men-of-war for China, has some truth in it. It was known here in May last. That is why Mr. Mandl visited this port, and afterwards left for Germany. At the review at Port Arthur the Viceroy was not pleased when one of the Armstrong cruisers could not keep up with the German built boats. I hear that Mr. Mink, chief engineer of one of the Northern squadron, when he went home on a year's leave, paid a visit to the Vulcan Works on a mission about men-of-war.

October 25th.

In my last I forgot to mention that Prince Chun, forwarded, through the German Consul here, a decoration of the 2nd degree, 2nd class, to Major Paull. This has no doubt been brought about by Li and the German Minister. This gentleman was decorated in May last with the 3rd degree, 2nd class. This proves that Prince Chun, Li Hung-chang and the German Minister appreciate the services rendered to China and Germany by Major Paull.

To-day the weather is cold and dull, and another northern gale is expected. We have had another earth-shock.—*Shanghai Mercury.*

PEKING.

The correspondent of our Shanghai morning contemporary writes on the 24th ulto.:—

On the 14th the Imperial books or tablets were conveyed from the Palace along Legation Street, which like all the streets through which the procession was to pass, had been specially repaired, to the Chi-hwa gate, and thence to Moukden. The Emperor is said to have escorted them to the city gate, going by the Chang-an street. No notice was sent round to the Foreign Legations requesting us to keep out of the way. As it passed at 6 o'clock most foreigners were asleep. A few, however, were fortunate in seeing the procession, which consisted, it is said, of 20 pavilion sedans of handsome yellow figured satin carried by 8 bearers each, preceded by officials on horseback, and a band of music, and followed by carts containing the servants of the officials. These genealogical records seem to be sent every ten years. A portrait, not a photograph, of the Emperor was also conveyed. Since the cortège passed, the miserable booths and shanties have been run up again, disfiguring our otherwise broad and handsome streets.

The Seventh Prince is to move to a palace inside the gate of victory, and Tls. 100,000 are set apart for repairs. The Prince's present residence will become an Imperial lama temple, the custom being to devote all palaces occupied by Emperors to religious uses.

Messrs. Münter and Loureiro, students of the Customs service, have left for Kiukiang and Hongkong respectively. Messrs. Bohr, Moutrie and Watkins, the two latter from your settlement, have been here on business. Mr. Michie, junior, who has just arrived from home, has left for Tientsin. Mr. Butler, who has been a guest with us for some months, has gone to Shanghai.

The marriage here of Duke Kung the other day to the daughter of Sun U-wen of Shantung, caused some excitement among the Chinese. The procession passed along Legation Street. We may be considered a very fashionable quarter, considering the Imperial and marriage processions which have passed along our main thoroughfare.

On the morning of the 19th inst. hawkers were selling on the streets the list of the successful candidates at the late M. A. examination—281 names out of some 15,000. These names will appear in full in the native papers.

Our first ice was seen here on the evening of the 18th or rather the morning of the 19th, when we had a stiff north-west wind. During the two or three following nights as much as four inches of frost were observed. Since then warmer and brighter weather has prevailed.

he Emperor and Empress are going to pay a visit to Wan Show-shan, and foreigners are as usual warned to keep away from the line of the procession.

The Methodist Episcopal Mission has been holding its annual meetings. Bishop Fowler from the United States has been present at the conferences. The Bishop preached on the 14th in the afternoon in the large domestic chapel of the mission. A very good turn-out of foreigners, chiefly missionaries, was observable. At the close of the sermon, "Now we see darkly," Mr. Brown was ordained to the eldership, and removed to Tientsin. Among other changes in this mission, Mr. Davis of Tientsin goes to Tsun-hwa, Mr. Willits of the latter place comes back to Peking, and Mr. Walker goes home on leave. On the evening of the 22nd the Bishop delivered a lecture on "Muscle *v.* Brain." During the week the Bishop paid the Great Wall a visit, and in all his travels he has seen nothing to compare to it. On the evening of the 21st the Bishop again preached. His subject was "Spiritual Leadership." He leaves Peking on the 25th.

To-day's Advertisements.

FOR MANILA, VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain Marquez, will be despatched for the above Ports, on SATURDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to

BRANDÃO & Co.,
Agents.

Hongkong, 6th November, 1888. [1123

WAR DEPARTMENT CONTRACT.

NOTICE TO BUILDERS.

TENDERS are required for the Execution by Measurement of Work required in the CONSTRUCTION of VICTORIA BATTERY.

The Contract to be based on the War Department Schedule of Prices in use in this District.

The printed Schedules with Terms of Contract and Forms of Tender and any further information necessary can be obtained on application to the DISTRICT SURVEYOR, Royal Engineer Office, Queen's Road, between the hours of 10 A.M. and 3 P.M. daily.

A sum of Five Dollars will be charged for each Copy of the Schedule, which amount will be repaid to Contractors on returning the Schedule clean and uninjured to the R. E. Office within one month of date of issue.

Tenders to be addressed to the Senior Commissariat Officer, Hongkong, before 12 O'CLOCK NOON, on TUESDAY, the 13th day of November, and marked on the outside of the Envelope. "Tender for WORK AT VICTORIA BATTERY."

The Secretary of State for War does not bind himself to accept the lowest or any Tender.

Commissariat & Transport Office,
Queen's Road,
Hongkong, 5th November, 1888. [1124

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above-named Lodge will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 12th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 6th November, 1888. [1125

To be Let.

TO LET, FURNISHED.

AT the Peak, "Dunford," A FIVE ROOMED HOUSE with Tennis Court. Possession from the 15th instant to the 31st March, 1889, or 1890.

Apply to

J. Y. V. VERNON.

Hongkong, 3rd November, 1888. [1118

TO LET.

NOS. 53, 55, 57, PEEL STREET, opposite UNION CHURCH.

Apply to

EDWARD GEORGE.

Hongkong, 6th October, 1888. [1001

TO LET.

ROOMS in "COLLEGE CHAMBERS."

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 12th July, 1888. [12

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF NEW YORK."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.

Hongkong, 5th November, 1888. [2

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PEMBROKESHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TOMORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 6th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, 31st October, 1888. [1068

Notices of Firms.

NOTICE.

FROM the 1st November, 1888, until further notice, my Business at Hoihow will be carried on under the name and style of BRUCE & Co.

R. E. BRUCE.

Hoihow, 28th October, 1888. [1100

Intimations.

MACAO.

WANTED to purchase, in a good situation in Macao, Small FAMILY RESIDENCE commanding a sea-view. Price must be Moderate.

Apply with full particulars, by letter only, to

W. H.,
c/o *Hongkong Telegraph* Office.

Hongkong, 25th September, 1888. [954

NOTICE.

Silk and Fire Crackers

THE Undersigned respectfully inform the Foreign Merchants in Canton that for the past twenty years they have carried on business in silk piece-goods in Sai-Hing Street, Canton, under the chop signification of "TSUN SHING," and venture to believe that the superior quality of their goods have given universal satisfaction to their customers. In order to avoid possible imposition they have considered it indispensable to prefix to their designation the surname of the head of the firm, "CHAN" and henceforth the Firm's signification, in the silk branch, will be known as "CHAN TSUN SHING."

Further, in respect of the Fire Cracker branch, which hitherto has been carried on under the title of "MAEN SHING," under which we have acted as sole dealers in Canton for many years and during this period our chop, by reason of the superior quality of the ingredients we employ as well as the first class character of our manufacture, has maintained its pre-eminent position in the markets of the United States of America; but lately numerous fraudulent imitations of our goods have been attempted, which has necessitated, in the interests of the public, our establishing a new Fire Cracker brand that will hereafter be known as the "CONSTITUTION" Cracker. It will be recognised by our old established mark underneath, viz., No. 1 Golden Dragon chop and our new prefixed title "CHAN MAEN SHING" at the bottom of the label of our Fire Crackers.

CHAN TSUN SHING,
for Silk Branch.
CHAN MAEN SHING,
for Fire Cracker Branch.

N.B.—Fire Crackers without our brand as above, will not be genuine.

Canton, 1st November, 1888. [1107

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.

For particulars, apply to

CRUICKSHANK & Co., Ld.

Hongkong, 17th August, 1888. [801

TO THE DEAF.

A 132 paged Illustrated Book on Deafness, Noises in the Head, how cured at your homes. Send 6 Stamps. Address Dr. NICHOLSON, 3, Old Court House Street, Calcutta.

Calcutta, 26th September, 1888. [1061

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th instant, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1888. [1109

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ld.

Hongkong, 15th October, 1888. [1045

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of $2 per SHARE has this day been declared, being further interest on Capital to 31st December, 1887, at the rate of 4 per cent. per annum (making the total interest on Capital for 1887, 14 %.)

Warrants may be had on application at the above Office on and after MONDAY, the 29th instant.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 27th October, 1888. [1092

PROSPECTUS.

SINGAPORE HOTEL COMPANY, LIMITED.

INCORPORATED UNDER THE "INDIAN COMPANIES' ACT, 1866."

CAPITAL: $750,000 (with power to increase), divided into 7,500 shares of $100 each, payable as follow:—

$20 ON APPLICATION. $20 ON ALLOTMENT, Futher Calls not exceeding $20 each, to be made at intervals of not less than three months.

(It is not expected that more than $55 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full.

Share Lists will CLOSE on 14th November, 1888.

DIRECTORS:

WILLIAM ADAMSON, ESQ., (Messrs. GILFILLAN WOOD & Co.)

ANDREW CURRIE, ESQ., (The BORNEO COMPANY, LIMITED

WILLIAM DOUGAL, ESQ., (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.)

HON'BLE J. FINLAYSON, M.L.C. (Messrs. BOUSTEAD & CO.)

J. P. WADE GARDNER, ESQ., (Manager, HONGKONG & SHANGHAI BANKING CORPORATION).

HON. H. W. GEIGER, M.L.C., (Agent, PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.)

W. E. HOOPER, ESQ., (Messrs. A. L. JOHNSTON & Co.)

O. MUHRY, ESQ., (Messrs. BEHN, MEYER & Co.)

THOS. SCOTT, ESQ., (Messrs. GUTHRIE & Co.)

TH. SOHST, ESQ., (Messrs. PUTTFARCKEN & Co.)

C. STRINGER, ESQ., (Messrs. PATERSON, SIMONS & Co.)

BANKERS:

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA;

HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS:

MESSRS. DONALDSON & BURKINSHAW.

SECRETARY (pro. tem.)

JAMES KERR, ESQ.

HEAD OFFICE:

SINGAPORE.

THIS COMPANY has been formed for the purpose of supplying the want which has been felt for many years past, of a well-planned and well-fitted modern hotel of sufficient dimensions to accommodate the large and constantly growing passenger traffic through Singapore, as well as supply the great demand for temporary or permanent residential chambers.

Singapore is the chief town of the British Crown Colony of the Straits Settlements, and is a leading place of call and coaling port on the great steam lines of communication with the Far East. It is moreover the centre of an extensive trade with India, China, the Dutch Indies, the Philippines, Siam, and other countries.

The present hotel accommodation in Singapore is quite inadequate, and it is proposed to acquire the fine site now partly occupied by the HOTEL de l'EUROPE, and build thereon a hotel of much larger dimensions, and greatly improved construction and arrangement. Fully detailed plans have been prepared and the engagement of a first-class Manager is already secured.

Prospectus and Forms of Application may be had at any of the Agencies of the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and the CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA, or MR. D. McCULLOCH.

A certain number of Shares will be reserved by the Directors for Allotment to Hongkong Applicants.

APPLICANTS FOR SHARES will have to pay 2 per cent. extra for the difference in Exchange between this Port and Singapore.

Hongkong, 16th October, 1888. [1021

Intimations.

WANTED.

FOR BANGKOK, TWO GOOD COMPOSITORS, Chinese or Portuguese, on a year's engagement.

Applicants may apply personally to "THE HONGKONG TELEGRAPH" OFFICE.

Hongkong, 31st October, 1888. [1105

"WITH PROFITS" POLICIES

IN THE

STANDARD LIFE OFFICE

TAKEN OUT BEFORE 15TH NOVEMBER NEXT,

will rank for two years Bonus at the next

DIVISION OF PROFITS.

Proposal Forms and Tables of Rates on application.

THE BORNEO Co., Ld.,
Agents.

Hongkong, 23rd October, 1888. [659

HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF THE SIXTH RIFLE MEETING,

TO BE HELD AT

KOWLOON,

ON

FRIDAY, the 9th November,
and
SATURDAY, the 10th November, 1888.

AGGREGATE VALUE OF PRIZES.

Competitions open to All-comers.

1. ALL-COMERS.—1st Stage, distance 200 yards. 2nd Stage, distance 300 yards. No. of shots, seven at each. Entrance fee, 30 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Association; aggregate value, $122.00.

2. ANY RIFLE.—Distance, 800 yards. No. of shots, ten. Entrance fee, $1.00. Two prizes.

3. ASSOCIATION.—FOR ANY RIFLE.—Distance, 900 yards. No. of shots, ten. Entrance fee, $1.00. Two prizes.

4. CADET'S PRIZE.—Presented.—Open to pupils of Hongkong Public schools under 16 years of age. Rifle, Rook Rifle under 40 Cal. Distance, about 150 yards. No. of Rounds, 7 and one sighting shoot. Four prizes.

Competitions open to Members.

5. PRESIDENT'S.—Distance, 300 yards. No. of shots, seven. Entrance fee, $1.00. Three prizes.

6. QUEEN'S 1ST STAGE.—Distance, 200, 500 and 600 yards. No. of shots, seven at each. Entrance fee, $1.00. Three prizes.

7. QUEEN'S 2ND STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards, fifteen at 600 yards. Two prizes.

8. QUEEN'S 3RD STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, $1.00. Two prizes.

9. LADIES'.—Open to Lady Members or their nominees. Distance, 300 yards. No. of shots, seven. Entrance fee, none. Five prizes.

Aggregates open to All-comers.

10. VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers whose respective scores in the 'All-comers' make up the highest aggregates. Entrance fee, $1.00. Three prizes.

11. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the 'All-comers' make up the highest aggregates. Entrance fee, $1.00. Three prizes.

12. POLICE AGGREGATE.—Restricted to the members of the Police Force whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, $1.00. Four prizes.

13. ALL-COMERS' AGGREGATES.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregates. Entrance fee, $1.00. Two prizes.

14. LONG RANGE AGGREGATE.—For competitors whose respective scores in the 'Any Rifle' and 'Association' make up the highest aggregates. Entrance fee, $1.00. Two prizes.

Aggregate open to Members.

15. FAREWELL CUP.—Silver cup presented by the Civilian Members of the Hongkong Rifle Association. Open to the Officers of the 58th Regt., and to be won by the highest aggregate score made in the 1st Stage Queen's. Entrance fee, none.

16. NURSERY AGGREGATE.—Restricted to competitors who have never won a First or Second prize at any previous prize meeting in Hongkong and whose respective scores at 200 and 500 yards in the Queen's 1st Stage make up the highest aggregates. Entrance fee, $1.00. Two prizes.

17. HANDICAP AGGREGATE.—For competitors whose respective scores (with monthly challenge cup points added) at 200 and 500 yards in the Queen's First Stage make up the highest aggregates. Entrance fee, $1.00. Two prizes.

18. QUEEN'S AGGREGATES.—For competitors whose respective scores in the 'Queen's three stages' make up the highest aggregate. 1st Stages 200, 500 and 600 yards. 2nd Stages 500 and 600 yards. 3rd Stages 800 and 900 yards. 1st Prize, Silver Cup presented, value $100. 9 money prizes, value $100.

And in connection with the above, 3 EXTRA Money PRIZES for aggregates in 1st, 2nd, and 3rd stages.

Also, A MATCH RIFLE with 300 rounds of ammunition, presented, for the competitor whose scores in 'All-comers,' 'President's, and 'First' and 'Second Stages' make up the highest aggregate. Winner of Cup excluded from taking this prize. Entrance fee, $2.00.

SWEEP-STAKES at Running Man and Vanishing Target. Open to all-comers during the meeting. Any Rifle.

POOLS at 200, 500 yards and Saucer. Open to all comers, M.H. Rifle or Carbine.

Conditions &c.

1. To avoid delay, intending competitors are strongly advised to enter and obtain tickets for the various competitions before the date of the meeting. Application to be made to the Hon. Secretary, Hongkong Club.

2. Post entries will be accepted on the ground.

Sights. Paper or sliding wind-gauges on above, are not allowed.

Persons wishing to join the H.R. Association should send their names, with that of proposer and seconder, to the Hon. Secretary not later than Thursday, noon, 8th November.

Entrance fee $5.00. Ladies $1.00.

The above programme is subject to alteration. Programmes will be issued in the course of two or three weeks.

A. SHELTON HOOPER,
Hon. Secretary.

HONGKONG CLUB,
Hongkong, 8th October, 1888. [1018

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent. premium, buyers.
Union Insurance Society of Canton—$85 per share, sellers.
China Traders' Insurance Company—$68 per share, sellers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—$97 per share, buyers.
Yangtsze Insurance Association—Tls. 96 per share, sellers.
Chinese Insurance Company—$165 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—$327½ per share, sellers.
China Fire Insurance Company—$74 per share, buyers.
Hongkong and Whampoa Dock Company, 36 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co. —$219 per share, buyers.
China and Manila Steam Ship Company—140 per share, buyers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company,—$165 per share, sellers.
Indo-China Steam Navigation Company, Limited—17 per cent. dis., sellers.
Douglas Steamship Company—$65 per share, sales and sellers.
China Sugar Refining Company, Limited—$184 per share, buyers.
Luzon Sugar Refining Company, Limited—$94 per share, sellers.
Hongkong Ice Company—$93 per share, buyers.
Hongkong and China Bakery Company, Limited, —$80 per share.
Hongkong Dairy Farm Co., Limited—$12½ per share, sellers.
A. S. Watson & Co., Limited—100 per cent. premium, sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sales.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$83 per share, buyers.
Perak Tin Mining and Smelting Company—$5 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co. —$10½ per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—57 per cent. premium, sales and sellers.
Tonquin Coal Mining Co.—110 per cent. premium, buyers.
The Hongkong High-Level Tramway Co., Limited—275 per cent. premium, buyers.
The East Borneo Planting Co., Limited—$45 per share, sellers.
Cruickshank & Co., Ld.,—$42½ per share, sellers.
The Steam Launch Co., Limited—par., sellers.
The Austin Arms Hotel and Building Co., Ltd. —40 per cent. dis., nominal.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0⅞
Bank Bills, on demand 3/0⅞
Bank Bills, at 30 days' sight 3/0⅞
Bank Bills, at 4 months' sight...3/1⅛
Credits at 4 months' sight 3/1⅛
Documentary Bills, at 4 months' sight 3/1⅛
ON PARIS.—
Bank Bills, on demand.....3.89
Credits, at 4 months' sight 3.96
ON INDIA, T. T.....223
On Demand.....223½
ON SHANGHAI.—
Bank, T. T.....72½
Private, 30 days' sight 72⅞

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul	$675
OLD MALWA, per picul	$645
NEW PATNA, (without choice) per chest	$567½
NEW PATNA, (first choice) per chest	$570
NEW PATNA, (bottom) per chest	$580
NEW PATNA, (second choice) per chest	$565
NEW BENARES, (without choice) per chest	$553½
NEW BENARES, (bottom) per chest	$563½
OLD BENARES, per chest	$558½
OLD BENARES, (bottom) per chest	$568½
NEW PERSIAN (best quality) per picul	$630
OLD PERSIAN (best quality) per picul	$600
OLD PERSIAN (second quality) per picul	$580

CHINA COAST METEOROLOGICLA REGISTER.

5th November, 1888.—At 4 p.m.

STATION.	Barometer red. to 32° and sea level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladi	29.89	46	...	N	4	c	...
Tokio	29.84	...	...	...	0	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	30.05	64	63	W	1	b	...
Amoy	30.01	75	64	NE	2	c	...
Hongkong	30.02	75	68	SE	1	c	...
Haiphong	30.04	74	92	NE	2	c	...
Bolinao	29.90	84	73	N	2	b	...
Manila	29.86	88	66	WSW	2	b	...

6th November, 1888.—At 10 a.m.

STATION.	Barometer red. to 32° and sea level.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.94	33	52	N	2	c	...
Tokio	.....	...	...	...	...	...	...
Nagasaki	.....	...	...	...	...	...	...
Shanghai	30.10	57	72	...	0	f	...
Amoy	30.18	70	75	NE	2	b	...
Hongkong	30.19	74	73	NNE	1	c	...
Haiphong	30.12	74	70	...	0	c	...
Bolinao	29.96	83	71	SE	2	b	...
Manila	.....	...	71	...	...	...	...

The barometer has fallen slightly and gradients are rather slight for north-east winds. Cloudy and close and comparatively damp weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, p Overcast, q Passing showers, r Equally, s Rain, t Snow, v Thunder, w Visibility, z Dew wet). 7—Rain in inches, tenths and hundredths.

W. DONNECK.

Hongkong Observatory, 6th November, 1888.

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register).

To-day.

Barometer—9 a.m.	30.10
Barometer—1 p.m.	30.03
Barometer—4 p.m.	30.03
Thermometer—9 a.m.	75
Thermometer—1 p.m.	77
Thermometer—4 p.m.	76
Thermometer—9 a.m. (Wet bulb)	70
Thermometer—1 p.m. (Wet bulb)	72
Thermometer—4 p.m. (Wet bulb)	71
Thermometer—Maximum	77
Thermometer—Minimum (over night)	74

MAILS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Iraouaddy*, with the French mail of the 6th ultimo, left Saigon at 2 a.m. on the 6th instant, and may be expected here on or about the 9th.

THE INDIAN MAIL.

The steamer *Japan*, from Calcutta, left Singapore on the 5th instant, and is expected here on the 11th.

THE CANADIAN MAILS.

The Canadian Pacific steamer *Duke of Westminster*, left Vancouver on the 22nd ultimo for Japan and China.

The Canadian Pacific steamer *Parthia*, with the Canadian mail, left Vancouver on the 26th ultimo for Japan and China.

STEAMERS EXPECTED.

The steamer *Claymore*, from Glasgow and Liverpool, left Singapore on the 1st instant, and is expected here on the 7th.

The P. & O. S. N. Co.'s steamer *Kashgar*, left Bombay for this port on the 27th ultimo, and is expected here on or about the 12th instant.

Shipping.

ARRIVALS.

WANDERER, British sloop, 925 tons, 750 horse-power, Commander G. A. Giffard, 6th Nov., —Taku, Formosa 4th November.
TRIUMPH, German steamer, 674, P. Moos, 6th Nov.,—Hoihow 4th Nov., General.—Wieler & Co.
THALES, British steamer, 820, Hunter, 6th Nov., —Swatow 5th November, General.—D. Lapraik & Co.
MELITA, German steamer, 339, H. Morck, 6th Nov.,—Swatow 5th Nov., General.—Wieler & Co.
KWANGLEE, Chinese steamer, 1,508, Andrew, 6th Nov.,—Shanghai 3rd Nov., General.—C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Great Admiral, American ship, for San Francisco.
Lydia, German steamer, for Singapore.
Phra Chula Chom Klao, British steamer, for Swatow, &c.
Diamante, British steamer, for Amoy, &c.
Glencoe, British steamer, for Shanghai.
Soochow, British steamer, for Hoihow, &c.
Carisbrooke, British steamer, for Nagasaki.

DEPARTURES.

November 5, *Pakshan*, British str., for Swatow.
November 5, *Adolph*, German bark, for London.
November 5, *Fooksang*, British steamer, for Whampoa.
November 5, *Velox*, German str., for Whampoa.
November 6, *Anton*, German str., for Hoihow.
November 6, *Namkiang*, British steamer, for Amoy.
November 6, *Catterthun*, British steamer, for Port Darwin, &c.
November 6, *Lydia*, German steamer, for Singapore, &c.
November 6, *Carisbrooke*, British steamer, for Nagasaki.
November 6, *Taisang*, British steamer, for Singapore, &c.
November 6, *Rynda*, Russian corvette, for Singapore.

PASSENGERS—ARRIVED.

Per *Triumph*, str., from Hoihow.—12 Chinese.
Per *Thales*, str., from Swatow.—60 Chinese.
Per *Kwanglee*, str., from Shanghai.—Baron Pocche, Mr. Seelais, and 145 Chinese.

DEPARTED.

Per *Pakshan*, str., for Swatow.—300 Chinese.
Per *Namkiang*, str., for Amoy.—572 Chinese.
Per *Anton*, str., for Hoihow.—40 Chinese.
Per *Lydia*, str., for Singapore.—12 Chinese.

TO DEPART.

Per *Phra Chula Chom Klao*, str., for Swatow, &c.—100 Chinese.
Per *Diamante*, str., for Amoy, &c.—2 Europeans and 180 Chinese.
Per *Glencoe*, str., for Shanghai.—4 Europeans.
Per *Soochow*, str., for Hoihow.—70 Chinese.
Per *Surat*, str., from Hongkong for Singapore.—Mr. Cha Shang 3 women, 3 girls and child, and Mr. Chan Sing Shing. For Bombay. —Mr. W. R. Shaw. For Brindisi.—Mr. A. W. V. Gibb. For London.—Messrs. J. A. Fowler, W. J. Cubit, J. McNeill, Sergeant J. Moore, and Staff-Commander G. K. Moore. From Yokohama for Singapore.—Captain Vincent and native servant.

REPORTS.

The German steamship *Triumph* reports that she left Hoihow on the 4th instant. Had fine weather.

The Chinese steamship *Kwanglee* reports that she left Shanghai on the 3rd instant. Had moderate monsoon all the way.

The British steamship *Thales* reports that she left Swatow on the 5th instant. Had moderate north-east winds and fine clear weather. In Swatow, the steamship *Chinlung*.

The British sloop *Wanderer* reports that she left Taku, Formosa on the 4th instant. On starting, light winds were experienced from northward, which died away about noon yesterday.

Post Office.

A MAIL WILL CLOSE

For Swatow and Bangkok.—Per *Phra Chula Chom Klao*, to-morrow, the 7th instant, at 7.30 A.M.
For Yokohama and Kobe.—Per *Bellona*, to-morrow, the 7th instant, at 10.30 A.M.
For Europe, &c., India *vid* Bombay.—Per *Surat*, to-morrow, the 7th instant, at 11.00 A.M.
For Yokohama and San Francisco.—Per *Gaelic*, to-morrow, the 7th instant, at 2.30 P.M.
For Amoy and Manila.—Per *Diamante*, to-morrow, the 7th instant, at 3.30 P.M.
For Chefoo and Newchwang.—Per *Amigo*, to-morrow, the 7th instant, at 4.30 P.M.
For Nagasaki, Kobe, and Yokohama.—Per *Lennox*, to-morrow, the 7th instant, at 5.00 P.M.
For Straits and Mauritius.—Per *Decima*, to-morrow, the 7th instant, at 5.00 P.M.
For Straits and Bombay.—Per *Bormida*, on Thursday, the 8th instant, at 11.30 A.M.
For Shanghai.—Per *Kwongtung*, on Thursday, the 8th instant, at 3.30 P.M.
For Saigon.—Per *Fidelio*, on Thursday, the 8th instant, at 5.00 P.M.
For Straits, Colombo, and Bombay.—Per *Elektra*, on Saturday, the 10th instant, at 11.30 A.M.
For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Saturday, the 10th instant, at 5.00 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

AMIGO, German steamer, 771, T. Bruhn, 2nd Nov.,—Newchwang 26th Oct., and Chefoo 28th, Beans.—Siemssen & Co.
BATAVIA, British steamer, 1,661, Hugh W. Auld, 4th Nov.,—Vancouver 5th Oct., Yokohama 26th, and Woosung 31st, General.—Adamson, Bell & Co.
BELLONA, German steamer, 2,030, C. Haesloop, 3rd Nov.,—Hamburg, and Singapore 27th Oct., General.—Siemssen & Co.
BORMIDA, Italian steamer, 1,499, E. de Megri, 2nd Nov.,—Bombay 10th Oct., and Singapore 25th, General.—Carlowitz & Co.
CHOW-FA, British steamer, 1,155, F. W. Phillips, 1st Nov.,—Koh-si-chang 25th Oct., General. —Scottish Oriental S. S. Co.

HONGKONG—STEAMERS.
Continued.

CRUSADER, British steamer, 674, Ogston, 25th Sept.,—Manila 22nd Sept., General.—Soey Sing.
DECIMA, German steamer, 965, A. Dinse, 25th Oct.,—Bangkok 16th Oct., Rice and General.—Siemssen & Co.
DIAMANTE, British str., 514, G. A. Tayler, 5th Nov.,—Manila 2nd Nov., General.—Russell & Co.
ELEKTRA, Austro-Hungarian steamer, 2,095, P. Mersa, 4th Nov.,—Trieste, Penang 27th Oct., and Singapore 29th, General.—Austro-Hungarian Lloyd's S. N. Co.
FALKENBURG, German steamer, 989, H. Bantels, 11th Oct.—Saigon 24th Sept., Rice.—Melchers & Co.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
FIDELIO, German steamer, 833, Brorsen, 5th Nov.,—Whampoa 5th Nov., General.—Wieler & Co.
GAELIC, British steamer, 4,205, Wm. G. Pearne, 30th Oct.,—San Francisco 30th Sept., and Yokohama 24th October, Mails and General. —O. & O. S. S. Co.
GLENCOE, British steamer, 1,901, Mackinlay, 4th Nov.,—London 23rd Sept., and Singapore 29th Oct., General.—Jardine, Matheson & Co.
HAITAN, British steamer, 1,182, S. Ashton, 4th Nov.,—Foochow 1st Nov., Amoy 2nd, and Swatow 3rd, General.—D. Lapraik & Co.
LENNOX, British steamer, 1,413, J. Thearle, 30th Oct.,—Sourabaya 19th October, Sugar.—Adamson, Bell & Co.
MONGKUT, British steamer, 854, G. Anderson, 4th Nov.,—Bangkok 28th Oct., Rice and General.—Yuen Fat Hong.
NAMOA, British steamer, 863, T. G. Pocock, 17th Oct.,—Foochow 14th October, Amoy 15th, and Swatow 16th, General.—D. Lapraik & Co.
CITY OF NEW YORK, American steamer, 3,500, Robt. R. Searle, 5th Nov.,—San Francisco 9th October, and Yokohama 30th, Mails and General.—P. M. S. S. Co.
PEMPTOS, German steamer, 1,541, U. Johannsen, 1st Nov.,—Sourabaya 22nd October, Sugar. —Ed. Schellhass & Co.
PHRA CHULA CHOM KLAO, British steamer, 1,012, A. Benson, 1st Nov.,—Bangkok 25th Oct., Rice.—Yuen Fat Hong.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
SARTHE, French steamer, 470, Gehuéde, 1st Nov.,—Iloilo 27th October, Sapanwood.—A. R. Marty.
STORE NORDISKE, Danish steamer, 596, E. Suenson, 25th Oct.,—Cruise 14th October.—Great Northern Telegraph Co.
SOOCHOW, British steamer, 327, T. Rowin, 4th Nov.,—Pakhoi 30th October, and Hoihow 2nd Nov., General.—Chinese.
SURAT, British steamer, 1,676, F. Speck, 5th Nov.,—Shanghai 3rd Nov., Mails and General.—P. & O. S. N. Co.
VERONA, British steamer, 1,976, M. de Horne, 5th Nov.,—from Yokohama 28th October, Kobe 30th, and Nagasaki 1st November, General.—P. & O. S. N. Co.
VICTORIA, British steamer, 1,530, John Coundon, 5th Nov.,—Nagasaki 31st October, Coal.—Takasima Colliery Co.
VISAYAS, Spanish steamer, 406, J. de Ajubita, 8th Oct.,—Manila, *viâ* Amoy 4th October, General.—Ban Ho.

SAILING VESSELS.

CARRIER DOVE, British bark, 1,026, A. Forsyth, 7th Oct.,—Kobe 16th September, General. —Order.
DIANE, Norwegian bark, 764, J. Petersen, 2nd Oct.,—Sourabaya 23rd August, Sugar.—Order.
ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
GOV. GOODWIN, American ship, 1,459, S. Pray, 1st Oct.,—Kobe 20th Sept., Coal.—Adamson, Bell & Co.
GREAT ADMIRAL, American ship, 1,497, James F. Rowell, 18th Sept.,—San Francisco 28th July, Flour.—Russell & Co.
HONOLULU, British ship, 1,599, Leavy, 2nd Oct., —Shanghai 24th Sept., Ballast.—Melchers & Co.
H. G. JOHNSON, American bark, 1,027, Colby, 26th Oct.,—Keelung 23rd Oct., Coals.—Russell & Co.
ITON, French bark, 542, Begnier, 10th October —London 20th May, General.—Melchers & Co.
LEADING WIND, American ship, 2,159, F. M. Hinckley, 9th October,—New York 16th May, Kerosene Oil.—Russell & Co.
MARY L. STONE, American ship, 1,420, Carver, 13th Oct.,—Shanghai 20th Oct., General.—Pustau & Co.
MONTIARA, German schooner, 75, Otto Kessler, 21st Oct.,—Yap (Caroline Island), 3rd Oct., General.—Siemssen & Co.
NAUPACTUS, British ship, 1,399, Lovitt, 4th Oct., —Philadelphia 12th May, Kerosine Oil.—Master.
P. N. BLANCHARD, American ship, 1,503, M. W. Blanchard, 25th Sept.,—Hiogo (Japan) 5th Sept., General.—Siemssen & Co.
RAPHAEL, American ship, 1,465, E. W. Harkness, 30th Oct.,—Nagasaki 28th Oct., Coal.—Order.
THORBECKE, Dutch bark, 826, J. Knippens, 30th Oct.,—Kema 1st October, Timber.—Melchers & Co.

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $240,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER—HO AMEL

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [858

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [150

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Claymore	Liverpool	November 7th	Adamson, Bell & Co.
Iraouaddy	Marseilles	November 9th	Messageries Maritimes.
Japan	Calcutta	November 11th	D. Sassoon, Sons & Co.
Kashgar	Bombay	November 12th	P. & O. S. N. Co.
Palinurus	Liverpool	November 12th	Butterfield & Swire.
Duke of Westminster	Vancouver	November 18th	Adamson, Bell & Co.
Parthia	Vancouver	November 22nd	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Surat	P. & O. S. N. Co.	To-morrow, at noon.
London, via Suez Canal	Titan	Butterfield & Swire	To-morrow.
Marseilles, via Saigon, &c.	Yangtsé	Messageries Maritimes.	Nov. 14th, at noon.
Bremen, via Ports of Call.	Sachsen	Melchers & Co.	Nov. 25th, at 10 a.m.
Havre, L'don, via Suez Canal	Palamed	Butterfield & Swire	November 11th.
Trieste, via Straits, &c.	Elektra	Austro-Hung. Lloyd's Co.	Nov. 10th, at noon.
Genoa, via Bombay, &c.	Bormida	Carlowitz & Co.	Nov. 8th, at noon.
San Francisco, via Y'hama	City of New York	Pacific Mail S. S. Co.	Nov. 17th, at 3 p.m.
San Francisco, via Y'hama	Gaelic	O. & O. S. S. Co.	To-morrow, 3 p.m.
Vancouver, B.C., via K., &c.	Batavia	Adamson, Bell & Co.	Nov. 15th, at 3 p.m.
Straits, Colombo & Bombay	Kashgar	P. & O. S. N. Co.	Nov. 22nd, at noon.
Yokohama, via N'saki, &c.	Verona	P. & O. S. N. Co.	Nov. 11th, daylight.
Yokohama and Kobe	Bellona	Siemssen & Co.	To-morrow, at noon.
Nagasaki, Kobe, &c.	Lennox	Adamson, Bell & Co.	Nov. 8th, daylight.
Shanghai	Claymore	Adamson, Bell & Co.	About Nov. 8th.
Shanghai	Kwongsang	Jardine, Matheson & Co.	Nov. 8th, at 4 p.m.
Shanghai	Thames	P. & O. S. N. Co.	Quick despatch.
Shanghai, via Amoy	Palinurus	Butterfield & Swire	November 14th.
Manila, via Amoy	Don Juan	Brandão & Co.	Nov. 10th, at 4 p.m.
Manila, via Amoy	Diamante	Russell & Co.	To-morrow, at 4 p.m.
Swatow and Bangkok	P. C. Chom Klao	Yuen Fat Hong	To-morrow, at 8 a.m.
Coast Ports	Haitan	Douglas Lapraik & Co.	To-morrow, daylight.

Intimations.

W. POWELL & CO.

EX S.S. "GLENORCHY."

NEW CARPETS and MATTINGS.
Floor Oil Cloths and Linoleums.
Coir Mats and Hearth Rugs.
Table Linen and Napkins.
Tea and Tiffin Cloths.
Novelties in Antimacassars.
Lace and Guipure Curtains.
Blankets and Quilts, &c., &c.
Parlour and Library Stoves.
Cooking Stoves.
Kitchen Utensils.
Library Hall and Table Lamps.
Lamp requisites.
Iron and Brass Bedsteads.
Spring Mattrasses.
A large assortment of Whatnot Ornaments, &c.

W. POWELL & CO.

Victoria Exchange, Hongkong, 27th October, 1888. [6

PIANOS FOR SALE. **A. HAHN,** PIANOS ON HIRE.

PIANO TUNER AND REPAIRER.

I HAVE JUST RECEIVED, EX S.S. "NIOBE," A NEW LOT OF

PIANOS,

In Black and Walnut, especially built at *my own design* including *all improvements*, so very much needed in *This Climate*. All my orders have been executed by my *Piano Agents* in *Berlin* to *my entire satisfaction*.

A short visit of inspection to my new premises will fully repay the trouble.

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Hongkong, 25th October, 1888. [1077

INTIMATION.

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GENUINE COMPOSITION

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PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.

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FLENSBURG STOCKBEER,

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REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE.

Hongkong, 1st January, 1885. [85

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
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CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
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FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES,

the Handiest, Cheapest, and Best Time-keepers invented.

$3 PRICE THREE DOLLARS EACH $3

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

Orders from Outports to be accompanied with Remittance for Cost.

THE MITSUI BUSSAN KAISHIA,
(Sole Agents in Japan and China for the Sale of the above Watches,)
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Opposite Marine House.

Hongkong, 29th August, 1888. [813

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY; PORT, CLARETS, BURGUNDY, HOCKS, CHAMPAGNES, BRANDIES, WHISKIES.
"EMPIRE" ALE and STOUT.
MACHINERY, GAS ENGINES, "EMPIRE" LUBRICATORS.
SINGER'S SEWING MACHINES.
COOKING STOVES, SCALES.
PAINTS, OILS and VARNISH.
BICYCLES and TRICYCLES.
JUVENILE VELOCIPEDE HORSES and TRICYCLES.
BICYCLE WHEELS for JINRICKSHAS.
SODA WATER MACHINERY.
JEYE'S SANITARY COMPOUNDS.

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 29th September, 1888. 11

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 1st October, 1888. [976

FOR SALE.

GUSTAVE GIBERT'S CHAMPAGNE,
BLUE SEAL.

"FAVORI" DRY } $20 per 1 doz. qts.
"FAVORI" EXTRA DRY } $21 „ 2 „ pts.

GERMAN BEER.

BRAUEREI "ZUR EICHE," KIEL.
$7.25 per Case of 4 Dozen Quarts.
9.00 „ 8 „ Pints.

EDUARD SCHELLHASS & CO.,
Sole Agents.

Hongkong, 16th October, 1888. [1050

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY,
Proprietor.

Hongkong, 24th June, 1881. [636

Intimations.

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

(to take effect from the 1st of November).

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. „ half hour.
3 to 7 „ „ quarter of an hour.

THURSDAYS,

NIGHT TRAMS at 10.45 and 11 P.M.

SUNDAYS,

CHURCH TRAM at 10.40 A.M.
12½ to 3 P.M. every half hour.
3 to 7 P.M. every quarter of an hour.

Special Cars may be obtained on application.

Single Tickets are sold in the Cars: Five-Cent Coupons and Reduced Tickets at the Office of

MACEWEN, FRICKEL & Co.,
General Managers.

VICTORIA EXCHANGE,
50 & 52, Queen's Road,
Hongkong, 31st October, 1888. [539

NOTICE.

THE Undersigned is prepared to SUPPLY the Residents of Hongkong during cold weather with—

FRESH BEEF @ 7 cts. per lb.
OYSTERS, large Basket @ 50 cts. each
OYSTERS, small Basket @ 30 cts. each
Pumeloes at Market rates
} Prices quoted not responsible for loss in transmission.

J. G. GÖTZ.

Amoy, 30th October, 1888. [1123

MITSUI BUSSAN KAISHIA.

SOLE AGENTS FOR THE MIIKE COAL MINE.

BUNKER COALS can be supplied to any Steamer lying in the harbour or coming alongside the KOWLOON WHARF on application to the Undersigned.

Y. FUKUHARA,
Acting Manager.

Hongkong, 19th January, 1888. [105

A. G. GORDON & CO.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
CORNER OF PEDDER STREET AND PRAYA.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 3rd September, 1888. [41

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

13, PRAYA CENTRAL, HONGKONG.

LIST of Subscribers to the TELEPHONE EXCHANGE.

1.—"Hongkong Telegraph" Office.
2.—Manson, Dr. P., M.D.
Cantlie, Dr. J.
Hartigan, Dr. Wm.
3.—Manson, Dr. P., M.D., (Peak).
4.—Vernon, J. Y. V.
5.—Cantlie, Dr. J.
7.—Poesnecker, L.
8.—Arnhold, Karberg & Co.
9.—Hongkong and Shanghai Bank.
10.—Chater and Vernon.
11.—Judd, Walter, (Woodlands).
12.—"Daily Press."
13.—Russell & Co.
14.—E. E. A. and China Telegraph Co., Ld.
Great Northern Telegraph Co.
15.—Central Police Station.
16.—Watson, A. S., & Co., Ld.
17.—Douglas Lapraik & Co.
18.—Butterfield and Swire.
19.—P. & O. Steam Navigation Co.
20.—Hongkong and Whampoa Dock Co., Ld.
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22.—"China Mail."
23.—Jordan, Dr. G. P.
24.—Hongkong and China Gas Co., Ld.
25.—Aberdeen Dock.
26.—Alice Memorial Hospital.
27.—Holliday, Wise & Co.
28.—McEwen, A. P.
29.—Peak Hotel.
30.—
31.—Gibb, Livingston & Co.
32.—The Hongkong Hotel, Public Telephone.
33.—
34.—Victoria Dispensary.
34a.—Cruickshank, Wm.
35.—
36.—Ah Yon & Co., 80, Praya Central.
37.—Just, H. Z.
38.—Linstead & Davis.
39.—Foster, F., T. P.
40.—The Borneo Co., Ld.
41.—Adamson, Bell & Co.
42.—Dodwell, F.
43.—Jordan, Dr. G. P., Pedder's Street.
44.—Government House.
45.—Hughes & Ezra.
46.—Belilios & Co.
47.—Belilios, E. R., Caine Road.
48.— Do. Victoria Peak.
49.—Carlowitz & Co.
50.—The Imports and Exports Office.
51.—Morris & Ray.
52.—Layton, B.
53.—Judd, Walter.
54.—Webber, J. F.
55.—Dowson, H.
56.—Victoria Hotel, Public Telephone.
57.—
58.—Sankey, Captain A., R. A. and Pape, Cl.
59.—Soy Sing.

Subscription to Exchange $80 per Annum.

H. F. HAYLLAR,
Acting Agent.

Hongkong, 26th September, 1888. [850

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THE PRAYA RECLAMATION SCHEME.

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PRICE .....ONE DOLLAR.

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Hongkong, 12th July, 1888.

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